

~~SECRET~~

OUT59839

multi

1966 SEP 16 23 42Z

P 162324Z SEP 66  
 FM NPIC WASHDC  
 TO RUCSC/SAC OFFUTT AFB OMAHA NEB  
 RUCVAA/4080 STRAT WG OL 19 BARKSDALE AFB LA  
 RUCVAA/2D RTS BARKSDALE AFB LA  
 RUEKDA/DIA WASHDC  
 RUECYH/NAVRECONTECHSUPPCEN SUITLAND MD  
 RUEPIA/CIA WASHDC  
 RUWBKN/15TH AF MARCH AFB RIVERSIDE CALIF  
 RUWGAA/2 AF BARKSDALE AFB LA  
 BT  
 S E C R E T CITE NPIC 8502.

Declassification Review by NGA/DoD

15TH AF (FOR DI), SAC (FOR DIM/GLASS LAMP/DOCR, DM 4) 2D AF (FOR DI).

1. CAMERA B-15 WAS USED IN MISSION 8121 FLOWN 13 SEPTEMBER 1966. PROCESSING WAS ACCOMPLISHED BY BARKSDALE AFB.

2. ORIGINAL NEGATIVE:

19 SEP 1966

A. EXPOSURE WAS ADEQUATE AND RESOLUTION IS GOOD.

B. 9R SIDE: MINUS DENSITY DOTS WERE FOUND 1.3 INCH FROM THE INBOARD EDGE AND OCCURRED AT 1.7 INCH INTERVALS THROUGHOUT EACH FRAME. A MANUFACTURING SPLICE IS PRESENT ON FRAME 0921 WHICH CAUSED A MINUS DENSITY MARK ACROSS FRAME 0919. A HEAT SPLICE APPEARS BETWEEN FRAMES 1203/1204. A TRANSVERSE MINUS DENSITY BAND IS PRESENT ON VERTICAL FRAMES 1881 AND 1884.

C. 9L SIDE: FOG ASSOCIATED WITH CAMERA ON/OFF IS PRESENT ACROSS FRAME 0002. EVIDENCE OF INTERNAL REFLECTION FROM THE VERTICAL DOT INDICATOR MECHANISM IS PRESENT ON ALL FRAMES THROUGHOUT THE MISSION. SLIGHT OUTBOARD EDGE STATIC APPEARS THROUGHOUT THE MISSION. MANUFACTURING SPLICES ARE PRESENT IN FRAMES 0596 AND 1953. TWO MINUS DENSITY LINES APPEARING IN FRAME 1951 ARE BELIVED TO BE

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CAUSED BY THE ABOVE MENTIONED MANUFACTURING SPLICE IN FRAME 1953. HEAT SPLICES OCCUR BETWEEN FRAMES 0302/0303, 0599/0600, 0895/0896, 0899/0900, 1196/1197, AND 1781/1782. FOG BELIEVED TO BE CAUSED BY WINDOW REFLECTION IS PRESENT NEAR THE OUTBOARD FORMAT EDGE AND TO THE SUPPLY SIDE OF THE VERTICAL DOT INDICATOR EXTENDING INTO THE FORMAT APPROXIMATELY 1.5 INCH ON VERTICAL FRAMES 1421, 1425, 1433, 1437, 1441 AND 1445. A FILM TEAR RUNNING DIAGONALLY FROM THE CENTER OF THE SUPPLY END AND 4 INCHES INTO THE FORMAT TOWARD THE INBOARD EDGE APPEARS ON THE LAST FRAME. THIS PROBABLE OCCURRED DURING ATTACHMENT OF THE TAIL LEADER.

D. BOTH SIDES: EVIDENCE OF INBOARD AND OUTBOARD ROLLER CHATTER OCCURS INTERMITTENTLY THROUGHOUT THE MISSION. A SLIGHT INTERNAL REFLECTION OCCURS ALONG THE SUPPLY FORMAT EDGE THROUGHOUT THE MISSION. THE DATA BLOCKS ARE UNDEREXPOSED TO THE EXTENT THAT IT IS IMPOSSIBLE TO READ THE FRAME NUMBERS. IN SEVERAL VERTICAL FRAMES (0209, 0213, 0229, 0241, 0245, 0249, 0253, 1885, AND 1889) A FOGGED AREA APPEARS ON THE INBOARD EDGE 2.25 INCHES FROM THE EDGE OF THE DATA BLOCK AND CONTINUES FOR APPROXIMATELY 4 INCHES TOWARD THE SUPPLY END. THIS AREA EXTENDS FROM 1 TO 3 INCHES INTO THE FORMAT AND DECREASES IN DENSITY TOWARD THE SUPPLY END. THE VEHICLE COURSE PLOT INDICATES THAT THIS FOGGED AREA WAS POSSIBLY CAUSED BY SOLAR REFLECTIONS WITHIN THE STATION AND/OR CAMERA WINDOW. THE FIRST FRAME IS TITLED 0001 AND THE LAST 1992.

E. THERE WERE NO MAJOR CAMERA MALFUNCTIONS OR PROCESSING PROBLEMS.

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3. POSITIVE:

A. PI SUITABILITY IS GOOD.

B. PRINTING AND PROCESSING WAS GOOD.

C. CLOUDS OBSCURED OR DEGRADED APPROXIMATELY 35 PERCENT OF  
THE MISSION.

GP-1

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--END OF MESSAGE--

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